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CENTRAL INTELLIGENCE GROUP INTELLIGENCE REPORT

25X1A

FLD 9

COUNTRY Yugoslavia

DATE: 25X1X

SUBJECT Fiume Port Facilities

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SUPPLEMEN [REDACTED]

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1. The Port of Fiume is under control of VUJA (Vojna Uprava Jugoslavenska Armija), a unit of the Yugoslav Military Administration. Captain Randich is Commanding Officer of Lucka Kapitanija (Port Command).

2. Anchorage:

Wooden Wharf: One vessel of medium tonnage or two small ones, depending upon the weather.

Quay Rizzo : Two vessels of medium tonnage (4-5,000 tons).

Pier Napoli : One vessel of medium tonnage alongside.

Pier Adamic : Two small vessels, up to 500 tons, alongside, and one small vessel at the head of the pier.

Seawall "Cagni": At present two vessels of medium tonnage and one vessel of heavy tonnage (8-12,000 tons) may be anchored on the inner side of the seawall. Near the outer end there is available anchorage space for one more vessel of heavy tonnage, but navigation is difficult owing to the presence of submerged wrecks and demolition damage to the pier.

Quay Supilo : One vessel up to 2,000 tons.
(Susak)

3. Pilots : It is believed that there are not more than ten.

4. Labor : Crews of longshoremen, organized into a "Co-operative", totalling about 260 men. In urgent cases VUJA recruits all of the laborers employed in the port, including those engaged on construction projects, and uses them for unloading work. In a few cases unemployed laborers from the city have also been added to the labor force, but the results were poor. Except for the unloading of military equipment, military personnel or marines are not used for port labor.

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5. Approximate Unloading Capacity: 1,000 short tons per day. It is estimated that this figure will be increased to 1,500 tons daily when the three cranes on the Cagni seawall are restored to operation. A vessel arrived from Russia recently with 4,000 tons of coal and was unloaded in five days.

6. Ship Berths

<u>Designation</u>	<u>Minimum Low Water (M.)</u>	<u>Length (M.)</u>	<u>Width (M.)</u>	<u>Remarks</u>	<u>Fuel</u>	<u>Water Connections</u>
Pier Palermo	8 West 15 East	160	50	Mostly destroyed	No	No
Pier Napoli	11 West 11 East	120	80	Partially usable	No	Yes
Pier Genova	8 West 15 East	180	80	Mostly destroyed	No	No
Pier Ancona	9 West 9 East	150	65	Mostly destroyed	No	No
Pier Adamic	4 West 6 East	80	50	Usable	No	Yes
Pier S. Marco	5 West 5 East	65	25	Totally destroyed	No	No
Pier Stocco	5 West 4 East	50	20	Totally destroyed	No	No

At the southeast extremities of the piers Genova and Ancona are submerged wrecks. Within two months the entire 180 meter length of the quay Colombo will be in operating condition, at which time repairs will start on pier Genova. At Susak, half of the length of the 240 meter quay Karageorgovich is finished. It is estimated that the job will be completed by summer 1947.

At present, 200 meters of wall in good condition (120 meters on the west side and 80 meters across the head) are in the process of completion on the pier Napoli. This will represent an addition to the 2,040 meters of berthing space already in good condition, including the 400 meters of frontage still rendered unusable by the presence of wrecks.

7. Dock Cranes

<u>Crane No.</u>	<u>Type</u>	<u>Boom Length (M.)</u>	<u>Boom Reach</u>	<u>Lift Capacity at Max. Reach (Short Tons)</u>
1	Movable	20	Unknown	1.5
2	Movable	15	Unknown	3
3.	Fixed	20	Unknown	3
25X1X 4	Movable	20	Unknown	1.5

Comment: Crane No. 4 is presently immovable because of the interruption of the railway line. Crane No. 3 is not yet in operation because of a break in the electric power line.)

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8. Floating Cranes:

<u>Crane No.</u>	<u>Boom Length (M.)</u>	<u>Lift Capacity at Max. Reach (Short Tons)</u>
1	6	30
2	5	20
3	4	15

9. Warehouses on and near Dock:

Usable : 9
Under repair : 7
Wholly or partially destroyed : 9

Total pre-war capacity of all warehouses was 200,000 cubic meters. No cold storage facilities exist.

10. Tugs:

Four tugs are in operation:

1. RASA (120 HP)
2. SLOBODA (30 HP)
3. NINO (50 HP)
4. One other whose name and horsepower are not given.

No barges and lighters are in operation as far as could be ascertained.

11. Fuel Facilities:

A drum filling plant is available for gasoline, Diesel and fuel oil. There were formerly two station tankers of twenty tons capacity each which have been removed to Buccari. There are six large gasoline storage tanks with a total capacity of 24,000 tons in use (8-inch pipeline), and one 2,000-ton Diesel oil storage tank (12-inch pipeline). About 2,000 tons of coal are stored near the Riva Thon di Revel.

12. Cargo:

Coal and coke have the highest priorities of any commodities arriving in port. Coal from the Arsa mines and about 7,000 tons of coke from Tula (USSR) have already arrived and another 10,000 tons of coke are expected. Coastwise traffic is insignificant, comprising mostly small boats loaded with firewood.

13. Traffic and Boat Building:

Except for a few minesweepers and armed fishing boats, no naval vessels have been observed, and these few are usually moored near the Riva Duca Degli Abruzzi. No new ships have been built in Fiume since the end of the war, and no major naval repair jobs undertaken, although minor repairs are made on small vessels.

NOTE:

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The information which follows is for use in conjunction with the overlay of the town plan of the ports of Fiume - Susak which is noted in Report [REDACTED] Figures in parentheses are location

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references as indicated on the map overlay and described in Para. 7 of [REDACTED]

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14. At Point (1) the three gasoline storage tanks indicated in yellow have now been repaired and are now in use. The six storage tanks now in use represent a total capacity of 24,000 tons. The installation with pump, the point for transfer of gasoline from the storage tank to tank trucks and cars, is being restored to use. The pump is located in the usable portion of the partially-destroyed warehouse which is indicated in red at Point (1). The usable portion is indicated in green. An above-ground pipeline running along the embankment serves as provisional refueling point for small craft.

At Point (2) the portion indicated in red has become a dump for materials salvaged from rubble-clearing operations - stones and bricks.

At Point (3) the entrance is closed off with grating, and the dock is being used as a storage point for plywood for the firm Rivolta.

At Point (4) the storage tank indicated in green is still used as a storage point for fuel oil for boats.

At Point (5) there is a small concentration of various materials belonging to the Navy and about 200 drums of gasoline. Two guards are posted there. The break at the base of the wharf is in an advanced stage of repair.

At Point (7), the Pier Napoli, repairs to the west side of the pier have been completed, and two cranes, transferred from the east side, have been installed there. Construction work at the head of the pier is nearing completion. The wooden structure covering the west side of the pier has been removed and replaced with permanent concrete wall.

At Point (9), only preliminary work on the west side of the pier has been undertaken.

At Point (10), repair on the warehouses Nos. 5, 6, and 7, is proceeding and completion is expected within two months.

At Point (11), demolition of the destroyed warehouses continues. Near the west side of the Pier Ancona, the 4,000-ton vessel OLGA TOPIC is undergoing repairs.

At Point (13), near the head of the Pier Adamic is the partially-submerged lighter RASA, capacity 100 tons, length 40 meters, which served for the transportation of coal between Arsa and Fiume and which sank off Abbazia. The lighter was raised and towed into the Port of Fiume.

At Point (15), the section indicated in yellow will have been repaired within three months.

At Point (17), a third crane similar to the other two has been installed and the section of railroad track replaced. The cranes do not yet function because of the still-interrupted electric current line.

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15. Port of Susak: At Point (26), in the section designated in green, the naval repair firm Lazarus is functioning.

At Point (27), the section designated in yellow will have been completed during January. The nearby warehouses with rail connections are also under reconstruction. Reconstruction work has started on the section designated in red.

At Point (33), the Yugoslav Railways are considering the construction of a swinging steel bridge, 22 meters wide, to accommodate rail and vehicular traffic.

At Point (36) (Fiume), the locomotive roundhouse and workshop have been completed.

16. On the waterfront site located in the block directly behind Point (14) will be constructed a new building to house the Naval Command (Comando Marina Militare). The building will contain 300 offices.

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